(ग) इस संबंध में कोई विशेष शिकायतें प्राप्त नहीं हुई हैं ।

(घ) और (ङ) प्रश्न ही नहीं उठता ।

Road Accidents

392. SHRIMATI KAMLA SINHA: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether it is a fact that the number of road accidents and resultant fatalities have increased considerably in recent years;

(b) if so, what are the causes thereof; and

(c) what steps Government propose to take to check the road accidents?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER): (a) Yes, Sir.

(b) The main causes of road accidents are summarised below:—

(a) Rash and negligent driving, non observance of traffic requlations, driving under strain or fatigue, drunken driving and defective vision or health.

(b) Fault of the road users like peadestrians or cyclists, due to absence of knowledge about road safety.

(c) Mechanical defects in the vehicles.

(d) Defective road conditions.

(e) Bad weather conditions; and

(f) Increase in the number of vehicles as also rapid urbanisation leading to congestion on roads and heterogenous traffic in the cities, overloading of vehicles etc.

(c) The steps taken/being taken by the Central Government and State Governments are detailed in the Statement.

Statement

The Steps taken/being taken include-

1. The M. V. Act; 1988 and the Rules framed thereunder provide for stricter requirements in respect of issuance of driving licences; and atringent penalties for offences.
2. Formal training in a driving school is made a pre-requisite for issuance of licence to drive transport vehicles.
3. Maximum safeladen weights have been prescribed for truks including light commercial vehicles.
4. Maximum speed limits have been preseribed for all vehicles except light motor vehicles.
5. Uniform intervals for checking the fitness of vehicles have been prescribed throughout the country.
6. It is prescribed that road safety devices would be fitted in the vehicles viz.. direction indicaters with blinker system for vehicles, special labels on carriages carrying dangercus or hazardous goods.
7. A National Road safety council has been set up for formulation of road safety measure. State Governments were also requested to set up state level road safety councils.
8. Strict and rigid enforcement of traffic rules and regulations.
9. Regular special drive against rash and negligent driving, without driving licences, drunken driving, defective headlights, over-speeding, over- loading etc.
10. Regular prosecution of violation through issue of notices.
11. School children are regularly imparted necessary raining/education in the schools about the rules of the roads and related safety aspects by the roadsafety cell of Delhi Traffic police.
12. Introduction of blinkers/signals at accident prone areas.
13. Prosecution through Radar Guns.
14. More police presence in accident prone areas.
15. Special morning drives and night mobile patrolling.
16. Use of Doordarshan/AIR/Press for giving wide publicity, on road safety.
17. Painting of bus baxes, Yellow boxes.
18. Special night checking on Highways.
19. Special drive against buses, HTVs, TSRs, Taxis etc.
20. Painting competitions and other road safety activities are being organised by Road Safety Cell to inculcate the

sense of road safety among various road users and children.

National permits for tourist coaches

393. SHRI VIREN J. SHAH: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether Government have finalized any scheme for issue of national permits for tourist coaches on the lines of national permits for goods vehicles;

(b) if so, what are the details thereof; and the fee for tourist coach fixed for each quarter;

(c) whether Government have also consulted the State Governments in this regard, if so, what is their response therto; and

(d) what is the extent to which it would ease inter State tourist traffic which has been increasing considerably?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER): (a) to (d) A proposal to finalise a scheme to issue national permits for tourist coaches on the lines of national permits for goods vehicles was placed before the Transport Development Council in its meetirg held on 14th January, 1992. The Council recommended that a detailed scheme taking into consideration various aspects, particularly fee to be charged from tourist coaches, may be finalised by a Committee of Transport Secretaries of a few States like Maharashtra, Andhra Pradesh, Karnataka, Kerala, etc. The Council recommended that other States may also like to join deliberations of this Committee The Government have accordingly initiated necessary action to organise this meeting.

Losses of D.T.C.

394. SHRI MURLIDHAR CHANDRAKANT BHANDARE :
SHRI SATYA PRAKASH MALAVIYA :

Will the Minister of SURFACE TRANSPORT be pleased to state :

(a) whether the Delhi Transport Corporation has been running in to losses; if so, the total accumulated losses till end of 1991;

(b) the main reasons for the losses;

(c) whether any inquiry has been conducted in to the functioning of the corporation, if so, at what level and the findings thereof ; and

(d) what steps Government have taken so far or propose to take to improve D.T.C. services adequately to meet the requirements of Delhi commuters and to make it viable?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER) : (a) Yes, Sir. The total accumulated losses incurred by DTC till 31-12-1991 is Rs. 810.27 crores. (Provisional).

(b) The reasons for the losses are :

(i) Uneconomic fare structure of DTC;

(ii) Rising cost of labour and material inputs;

(iii) Concession given to students and weaker sections of the society through concessional passes ,

(iv) Heavy interest burden on the loans advanced etc.

(c) and (d) Government continually monitor the functioning of the Delhi Transport Corporation. The Comptroller and Auditor General of India has *vide* his Report No. 6 (Comercial) of 1990 examined in detail the functioning of DTC. This Report of the Comptroller and Auditor General of India has been laid in both Houses of Parliament on 12-7-1991.

Steps are taken on a continuing basis to increase productivity, rates per unit cost, enforce economy measures, improve crew behaviour and quality of service and prevent leakage of revenue with a view to increasing revenue collection rates, working loss, rationalise routes etc.

12·00 NOON

RE NOTICE OF BREACH OF PRIVILEGE AGAINST FINANCE MINISTER

[Noon]

MR. CHAIRMAN : Hon. Members, I wish to inform you that in regard to the matter raised in the House yesterday arising out of the report in the *Indian Express*, the comments of the Finance Minister were called for within 24 hours. The Finance Minister's comments have been received by me and while these are under consideration, I directed that a copy of the comments received by me be given to the hon. Member who raised the matter... (*Interruptions*) ...